Amendments to the Specification:

Please amend numbered paragraph 9 as shown below:

[The powertrains] A powertrain comprising [[of]] the present invention ~~have~~ has features that are common to the features of the hybrid electric vehicle powertrain disclosed in the co-pending patent application identified above, which is assigned to the Assignee of the present invention. Reference may be made to that co-pending application for the purpose of supplementing this disclosure. The disclosure of the co-pending application is incorporated in this disclosure by reference.

Please amend numbered paragraph 71 as shown below:

Figure 9 shows an open loop control that does not distinguish between the actual battery power and the battery power request. A driver torque demand, which is based upon the accelerator pedal position at 69, is transferred to the energy management strategy module generally identified in Figure 9 at 104, which controls an engine torque command for the controller 10. The transaxle control 67 receives an engine speed command, a wheel torque command, and a generator brake command from the energy management strategy module at 104.

Please amend numbered paragraph 78 as shown below:

If it is assumed that at a later instant [[t_3]] t_2 the engine power output should drop from 70kw, for some reason such as environmental variations, to a value of 65kw, the battery will be charged at a lower rate because then there will be an error Δ. The value Δ is the difference between the battery power request and the actual battery power. Again, an engine power adjustment is made in accordance with the algorithm shown in Figure 11. The battery charge then is -5kw. It thus is seen that a change in engine power will not result in overcharging the battery.

Please amend numbered paragraph 80 as shown below:

If it now is assumed that at a later instant t_2 the engine power output drops to 50kw, the battery will be called upon to supply 10kw, which causes the battery to be discharged. The value for P_{mod_drv} is still 50kw, but there is a difference of 10kw between the battery power request and the actual battery output. The algorithm of Figure 11 again is called upon to reduce the error until at time [[t_3]] $\underline{t_2}$ the error becomes zero, as shown at [[116]] 117 in Figure 11. The engine command was increased to 70kw before the integration of Figure 11 takes place. Following the integration, the error Δ becomes zero, so the engine power output can be returned at [[t_3]] $\underline{t_2}$ to 60kw. As in the first example, the value for P_{mod_drv} remains at 50kw while the transient condition exists.